MEWS SUMMARY.

City Affairs -A meeting of plasterers belonging to the Plasterers' Protective Union was held last evening at the hall, Eighth and Locust streets. Reports were made, showing the trade to be dull, many of the men having suffered for want of employment.

-The races at Point Breeze Park yesterday were well attended. Lizzie Keller won the 2:35 purse. The trot for the 2:50 purse was not concluded, owing to darkness setting

-The sloop Walkinshaw was blown up yesterday afternoon at Point Airy, under the superintendence of Deputy Marshal Eldridge. Several weeks ago the vessel was run into by a Government tug, and was purchased from the owner, after which she was placed on the dry dock at the Navy Yard, with a view of repairing her, but she was found to be unfit for use, and was sold to her former owner for a small sum. He stripped her and let her remain on the dock, and in a short time she was libelled by the crew for wages. Appraisers were appointed to name her value, and they reported that she was not worth anything. Being now on the Marshal's hands, he was notified to remove her from the dry dock, and caused her to be removed to Point Airy, where he was told she would be received. The owner of the Point insisted that she should be removed, and as the quickest way to do it, it was concluded to use one or more torpedoes, and blow her to

Domestle Affairs.

-Gold closed yesterday at 1112.

-Three lives were lost by the Chicago fire. -The business of the Dead Letter Office is daily on the increase.

-President Grant is to be in Washington on Friday to hold a Cabinet Council. -As usual, the election in Vermont has

resulted in an overwhelming Republican -It is now officially said that the so-called

Quaker Indian mission is a great success. -The Georgia House of Representatives has passed a bill prohibiting whipping as a punishment.

-The period during which spirit-meters must be attached to distilleries has been extended for sixty days from the 7th inst. -A New York paper states that the President has instructed Secretary Fish to issue a proclamation recognizing the Republic of

-Mayor Hall, of New York, yesterday received a despatch from Mayor Arago, of Paris, announcing that France had declared a Re-

-Acting Attorney-General Talbot has decided that appropriations for public works and for other specific objects are not annual appropriations in the meaning of the law. -Secretary Cox is anxious to secure the services of gentlemen of humanitarian impulses to act as Indian Agents. The pay is but \$1500 per annum, and the Secretary would succeed better in his search if the

DESTRUCTIVE FIRE.

wages were higher.

SAW MILL AND PILES OF LUMBER DESTROYED. About 5:30 o'clock yesterday afternoon a fire broke out in Smith & Harris' calcined plaster manufactory and planing and saw mill, occupying the ground between Coates street and near the Cohocksink creek, and from Beach street to the Delaware avenue.

The firemen, though quickly on the ground, failed to check the flames, and in a short time the mill and its contents were one mass

The flames began to make headway among the immense piles of lumber along Delaware avenue, above Coates street, and then, by direction of the Chief, a general fire alarm was struck, bringing out the entire fire department. Canal boats, loaded with lumber, and other vessels lying in the docks near the fire, were hauled out in the stream, and removed to places of safety, while firemen and others were engaged in throwing lumber in the Delaware from piles which had caught, and out of the reach of the streams of water. The huge piles of lumber extended for some distance above Cohocksink creek, on the river front, as well as below Coates street, and between these points the flames raged with great fury, throwing a lurid glare over a large portion of the city, and bringing out in bold relief all the objects in the vicinity.

The active and energetic efforts of the firemen at last checked the spread of the flames. and confined them within the space mentioned above, with the exception of the lumber yard of Taylor & Betts, on the south side of Coates street. The loss of Messrs, Smith & Harris will be very heavy. Their mill was an extensive one, and contained the usual machinery for sawing and planing boards, all of which is, of course, so much damaged as to be valueless. Fortunately, the flames did not reach the engine and boiler-house. What the loss by the destruction of the mill is could not be ascertained definitely, but it will probably exceed \$50,000. This firm had on hand a large quantity of worked flooring boards of Carolina pine, the most costly lumber used in the building of houses, and this being piled in a manner to aid in thoroughly seasoning it, the fire had full play, and so far as could be ascertained, destroyed the whole of it. There was other worked lumber which was also destroyed. The firm have an insurance of \$8000 on the planing mill in the Farmers' Mutual, of York, Pa.; People's, of Worcester, and Albany, of Albany, N. Y., and \$6000 on the plaster mill, in the Charter Oak, United States, of Baltimore, Lycoming Mutual, Buffalo City. The lumber is understood to be only partially insured.

On the south of the mill and of the lumber of Smith & Harris, the firm of Taylor & Betts are heavy sufferers; also the firm of Taylor & Son, adjoining. Considerable of the lumber belonging to both was destroyed, it being impossible, by reason of the intense heat, to save much of it. The estimate is that the two firms had a stock valued at from \$75,000 to \$100,000. They were reported to be partially insured. Some of the lumber of Messrs, Patterson & Lippincott was burned, but their loss will not exceed four or five thousand dollars, and is covered by insurance. The lumber of Norcross & Scheetz and of Collins & Co. was damaged. Their loss, however, could not be ascertained. It was fortunate that the fire did not cross Cohocksink creek, as there are large piles of lumber on the other side, which at one time were in great danger. The mill property was owned by Mr. Thomas H Powers, of the firm of

I owers & Weightman. Two schooners, lying at Patterson & Lip-pincett's wharf, took fire, and had to be towed into the stream to prevent their destruction. A brick office was being erected rear the planing mill, and so quickly did the fames spread that the workmen had to pick up their tools and run to escape. The fire ground was kept in most excellent order by the police, under the direction of Mayor Fox and the Chief, who were early at the scene of

police worked harmoniously together. As the Western and Fairmount Engine Companies were proceeding to the fire they got to racing, and when they halted a row occurred among the adherents of the two companies. Brickbats, horns, and spanners were freely used, and one man was seriously cut about the head. Two men named Kane and Magnire were arrested and taken before Alderman Cabill, who held them in \$500 bail each to answer.

A man went into the office of Messrs. Smith & Harris, and put on a fine overcoat belonging to one of the members of the firm, and started to walk off with it. He was arrested.

A member of the Marion Hose Company was run over and seriously injured by the steamer of the Delaware Engine Company.

When the lumber was thrown into the docks from the piles, some river thieves in boats attempted to steal and tow it off. The harbor police, under Lieutenant Smith, were sent to protect the property.

THE WAR.

LAST NIGHT'S DESPATCHES.

ORGANIZATION OF THE NEW FRENCH REPUBLIC-THE PRUSSIAN ADVANCE ON PARIS-DR. BUS-SELL'S ACCOUNT OF THE SURRENDER OF NAPO-

Paris, Sept. 6 .- Gambetta, Secretary of the Interior, has given orders to closely watch the Count de Newiercke, former superintendent of the museum of the Louvre until are produced all the missing paintings which have been stolen from time to time under his administration.

Orders have been given for the arrest of M. Pietri, late prefect of police, who is suspected of a determination to oppose the authorities. Seals have been placed on the cabinet of Marshal Vaillant, minister of the Imperial household. The Marshal and his secretary left last

The following dispatch is official:

ST. MENEHOULD, Sept. 5 .- McMahon's army really numbered 120,000 men, and it is extirpated. The transportation to Germany of the prisoners of war, including several generals, has commenced. The advance of the enemy on Paris continues.

The sub-prefect of Mulhouse telegraphs to Paris that the enemy are at several points in that neighborhood, and volunteers are hastening out to meet them.

The Gaulois says the report that Jules Favre has gone to the headquarters of the King of Prussia seems confirmed by the fact that he did not appear yesterday at the Ministry of Foreign Affairs.

The great French cities accept the republic joyfully. Decrees absolving citizens from their oaths to support the Empire and abolishing stamp duties on newspapers have been is-

All the officers of Paris have been appointed and installed, and a large number of prefects of departments have been ap-

Victor Hugo, who has arrived here with his sons, receives ovations wherever he appears. He made a short address last night, exhorting the people to keep calm and offer determined resistance to the enemy.

The Princess Mathilde was arrested yesterday at Puys, in Normandy, and was conducted to Dieppe, where she is under guard. Her baggage, consisting of sixty-two trunks, has been retained for examination.

The Journal Officiel publishes the following

proclamation to the army: When a general comprises his command he is relieved. When the government puts in peril, by its own weakness, public safety, it is retained. This is just what France is doing in abolishing the dynasty, responsible for all our misfortunes. She has done boldly, in the face of all the world, this great act of justice. She executes the decree under which all your conscripts have been summoned, and in the same act secures public safety. To save itself the nation needs now but to rise en masse, and henceforth to count on two things onlyits own resolution, which is invincible, and your heroism, which has never had an equal, and which, in the midst of unmerited reverses, has astonished the world.

Rally around that glorious symbol which eighty years ago drove back all Europe before us. To-day, as at that time, the name republic signifies the intimate union of the army and the people for defence of the country. Signed by the Ministers.

Paris, Sept. 6 .- [Special to New York World. |-There were no disturbances to-day, except a deplorable one in the vicinity of Clingancourt, where George Augustus Sala, Paris correspondent of the London Telgraph, on his way to make a tour of the fortifications, was mistaken for a Prussian spy, set upon by the populace and nearly killed before he could be rescued.

The first act of Favre, as Minister of Foreign Affairs, was to send a dispatch to the United States government, asking the moral support, sympathy and goodwill of the first republic of the new world, in the name of Washington and Lafayette, to the first republic of the old world.

LONDON, Sept. 6 .- It is announced to-day that Bismarck has declared that Germany does not want Alsace or Lorraine, but only the destruction of the fortifications of Strasburg and the French Rhine frontier, a small war indemnity, and a reduction of the French army. It is reported that France is prepared to offer the abolition of all standing armies on both sides of the Rhine, except for garrison pur-

EONDON, Sept. 6. Dr. Russell writes to the Times from Sedan on September 3: When the Emperor, who had passed the weary hours of the night looked out in the early morning, he beheld a forest of steel and iron on valley and hill-tops, batteries posted on every eminence, cavalry on all the plains, and as far as his eye could reach hosts of embattled Germans, and his decision was taken at last. Attended by a few of his staff on horseback, his Majesty proceeded along the road from Sedan in a brougham. Count Bismarck was in bed in his quarters at Donchery, when an officer rushed in and announced that the Emperor was coming to meet him and to see the King.

Count Bismarck rose and dressed himself. you may be sure, in white peaked cap with yellow band, dark uniform coat with metal buttons and yellow facings, and hastened to meet the Emperor. He was in time to stop the carriage on the outside of the town. I was away on the field and therefore cannot, of my own personal knowledge, state what occurred. As His Majesty alighted I hear that Bismarck uncovered his head and stood cap in hand, and

the conflagration, and the firemen and the | on a sign and request from the Emperor replaced it.

The Count replied: "Sire, I receive your Majesty as I would my own royal master. There happened to be near the place where the interview occurred, a few hundred yards outside the squalld town of Donchery, a humble cottage of a hand-loom weaver, of whom there are numbers around Sedan. Count Bis-marck led the way and entered it. The room was not inviting, and the great Count walked up stairs. The apartment was filled with a hand-loom and appliances for weaving. Seeing which, he descended and found the Emperor sitting on a stone outside. Two chairs were brought out of the cottage, and the Emperor sat down on one and Count Bismarck took the other and placed it on his Majesty's right side. The officers in attendance on their fallen master lay down some distance away upon a small plot of grass in front of the cottage. The conversation was a strange one. Bismarck has repeated it freely, or the principal parts of it. No doubt it will soon be known. The great point to be gained was peace, but as far as his Imperial Majesty was concerned, no assurance of it could be obtained by Count Bismarck.

The Emperor stated that he had no power; could not negotiate peace, could not give orders to the army, or to Marshal Bazaine. The Empress was Regent of France, and on her Ministers must devolve the negotiations. So Count Bismarck thereupon remarked that it was of no avail to hold further conversation on political matters with his Majesty, and that it would be of no use to see the King. The Emperor desired to see the King in person, but Bismarck declared it was not possible to accede to his Majesty's desire until the capitulation had been signed. Then, as the conversation was becoming rather dangerous, and as the situation was becoming difficult on both sides, he ended it, and the interview terminated. Count Bismarck went to seek the King, and the Emperor withdrew to consult with his officers,'

At 11.30, articles of capitulation were agreed on by General Wimpfen and General Von Motlke, and I believe Count Bismarck took part in the delib-eration. The terms were that the garrison and eration. The terms were that the garrison and army of Sedan were to surrender as prisoners of war, to be sent into Germany. The officers to be liberated on parole not to serve again during the war and all horses, guns and munitions of war to be given up. The Emperor's detention in Germany was understood to be part of the stipulation.

About two o'clock the King, with his body-guard About two o'clock the King, with his body-guard and an escort of cuirassiers, attended by the Crown Prince and staff of general officers, proceeded to a chateau outside of Sedan, and received the Emperor, who came with his personal followers and staff, in charge of an escort, which was ranged on the other side of the avenue, facing the cuirassiers. The King and his captive retired into a glass house of one of the selection on the drawing room than of one of the salcons on the drawing-room floor, and they could be seen by the staff outside engaged in carnest dialogue. After this interview with the King, the Emperor had a few moments' conversation with the Crown Prince, during which he was much agitated when alluding to the manner of the

At such a moment, even to him, the horses were worthy of the Imperial stables. The postillions were smart, as if on the Bois, or en route for St. Cloud on a wet day. They and the two who sat behind wore long water-proof cloaks, glazed hats and the Imperial cockade. As the brougham was stanged for a moment my courier careably sight of stopped for a moment my courier caught sight of his Majesty's face. What a change, he says, since Prince Napoleon lodged in my house, in London, before he went to live in King street. He had his moustache, which had the well-known point and waxed ends, but there was none of the nervous twitching, and the emotion which shook him for a moment when he was speaking to the Grown Prince yesterday of the King's manner had passed away. Then he brushed tears from his eyes with the gloves he had in one hand, and was overcome for severa

After the brougham came a char-a-banc, with Normandy percherons, filled with Prussian officers, mostly choked with hoods drawn over their kepis and capes. Among the latter were General Boyer and the Prince of Lemoirs, who are appointed to wait on his Majesty. Some ten or eleven Imperial carriages, char-a-banc fourgons, with superb horses and filled with officers, followed; then some French officers on horses, and after a long string of saddle horses, ridden by grooms, sixty or more in number, the rear being closed by troops of black horse, trenchmen and women, who stood out in the rain, and certainly did not venture to show any sympathy or sorrow, if they felt any. The only sound was the tramp of horses and the inopportune jingling of the bells of the char-a-banc and horses, but now and then choruses were singing, the Wur-temburgers trudging through the mud, celebrating the victory, in which, so far as they are concerned they had doubtless with regret little to do

His great anxiety seemed to be not to be exhibited to his own soldiers. The result was, however, that His Majesty, wishing to avoid one mischief, was exposed to great humiliation, for his course had to be altered to avoid Sedan, and thus he had to pass through the lines of the Prussian army.

NOTES OF THE WAR.

Adventures of a Prussian Patrol. The Times' correspondent with the headquarters of the Second Army of Prussia relates the following: "An officer of a regiment of Hussars was sent patrolling with three men and a non-commissioned officer. He started from Saargemund and arrived at Puttlange, where he halted some hours. He started at half-past 4 in the morning and rode to Arrancourt, where he was fired at by the peasantry Arrancourt, where he was fired at by the peasantry; thence he proceeded to Vetermont, where he found a mass of the peasantry armed with muskets, and with the burgomaster or mayor of the piace at their head, barring the principal street. He instantly charged, and, seizing the burgomaster, declared that he would blow his brains out if he was fired on. This, therefore, checked the aggressive movement, and, tying him to his saddle, he trotted through in safety. Then, after having cleared the town, he released his unwilling hostage and galloped on to St. Epreve, where he came upon the baggage and rear guard of the enemy. He then, having ascertained their exact position, made a long detour and returned to Landroif alone, his escor being quite done up, and he having been sixteen hours on the same horse, without once halting to bait. I saw the animal in question, an Irish horse, and, as may be gathered from its performances, one that a soldier might trust his life to.

What a Dragoon Officer Did. A young dragoon officer, who, though young in years, is making his third campaign, was ordered to make a reconnoissance from Falquemont towards Pange. He had afteen men with him. When near the latter place he fell in with a French patrol, com-manded by an officer. He instantly charged, and captured four men, killing two. The officer, how-ever, escaped. He left his prisoners in charge of ten men, and proceeded with five towards the place he was ordered to go. Seeing a bivouse fire in front of him, he made a detour of some miles, over some high wooded mountains that lay on his left flank, and getting round it was proceeding, when, to his amaze ment, he found there was another in front of him and shortly afterwards two more sprang up on either side, so that he was completely in a trap. Concealing himself in a wood, he waited till the dawn of day. While they were in this position he heard the rumble of a baggage train, and, creeping up to the road, discovered that it was the baggage of Marshal Bazaine, thus finding out for his commanding officer. Bazaine, thus finding out for his commanding officer the name of the division that was in front of him. On day breaking, he got back safely to where he had left the remainder of his escort, and returned with his prisoners to camp, having accomplished sixty English miles, over the most difficult passes, at a

A Thirsty Vivandlere. The way from Sasrbruck to Forbach, writes a correspondent, was on foot through the pouring rain and in the midst of the military train. I had fortunately provided myself with some brandy and cigars, and with these acceptables I managed to cigars, and with these acceptables I managed to bribe a thirsty vivandiere to let me sit by her side. Some of my readers will perhaps smile at this and think it improbable that a vivandiere can be thirsty. I beg to assure them that for the matter of that it would have been better for her not to have filled that post, for every drop and part of a drop that was transportable had vanished. Nor was she as fair and engaging as these creatures are generally supposed to be. She was quite as old as her cart, and that, I am sure, had passed the half-century. Unhappily, it was by no means as tough as she, for when, after a block in the read, she put her horse in a trot, the was by no means as tough as sue, for when, after a block in the read, she put her horse in a trot, the playful animal threw up his heels, separated by that simple act the two front wheels, and walked off quietly, leaving us in a slanting and exceedingly ridiculous position. I immediately took up my pro-perties with dignified silence, and left her to the laughter which her position occasioned.

Aerrible Affair—A Suspected Prussian Burned A fear'ul affair is recorded by the Gazette de France M. de Monier, a young man of about thirty, living at the Chateau de Bretange, near Marculi, not many miles from Perigaud, went with a few friends to the fair at the neighboring village of

Hante Faye. Some of the ruffians, who are to be found, it seems, in French villages as well as in large French towns, began with taunting them with being "fine gentlem n," able to buy snis-titutes and fight by deputy. M. de Monier fooliship stopped to argue, and discialmed any intention of not joining the army, holding that those who did not do their duty just now belonged to the class who shouted "Vive la Prusse!" The words were hardly out of "is month when the leader of the roughs exclaimed, "Hear him, he is shouting "Vive la Prusse!" The unfortunate young man was immediately set upon, kicked cuffed, and beaten—oragged to a dried-up pond in the middle of the fair—straw and brushwood were piled over him, and he was burnt alive!

A French Guerilla System.

We should regret, says the Brussels Nord, to see

We should regret, says the Brussels Nord, to see the populations of Alsace and Lorraine follow literally the counsels of the Patrie. Our peasants, says that journal on the subject of the last proclamation of the King of Prussia, do not require the permission of King William to repulse the foreign invasion, and we specially recommend the Uhlans to them. Every time that they encounter these robbers separately let them be struck down without mercy. Fear will render the Prussian scouts less enterprising, and the enemy will be plunged into uncertainty with respect to our mevements, which circumstance cannot but Let these bold horsemen know that behind every bush, at the bottom of every hollow, death lies in wait for hear, and our peasants, at the same time that they withdraw themselves from the enemy's depredations, will contribute to the deliverance of

Count Bismarck on French Tactics. Count Bismarck's report of the victories of Saar-brock and Woerth concludes thus:—"The French will concentrate their armies towards their rear, and the decisive battle will therefore have to be fought in the interior of France. But the inhumanity and incendiarism of their warfare in setting fire to an open town like Saarbruck before relinquishing it, cries to Heaven still more than the aim of their war-like expedition, which was nothing but the forcible spoliation of our peaceable fatheriand, and Heaven will punish them by the arm of our warriors, innamed to increased indignation and wrath by this act of violence."

SHOCKING CASUALTY.

Caught in a Threshing Machine and Burned to Death.

At about 5 P. M. on Friday, the 3d instant, the farming tenant on the land of the heirs of H. M. Pollock, deceased, four miles north of Midway, Washington county, was engaged with a gang of hands and a threshing machine in the barn, taking out the crops. One of the attendants, John Reed, noticed the machinery to be on fire, and in his efforts to reach the same his legs become entangled with the revolving cylinder, and every attempt to forts to reach the same his legs become entangied with the revolving cylinder, and every attempt to relieve him entirely falled until he was completely enveloped in the flames. His cries for assistance, and that "he was burning to death," were appailing; but all efforts falled, and the unfortunate man and the parn and all the contents were consumed by the devouring element. Meanwhile the fire extended to the mansion house, and owing to the terror and confusion, it was also destroyed, while but little of the furniture was saved. Mr Reed was quite a young, unmarried man, a member of the Young Men's Christian Association, and was highly esteemed for his modest bearing and Caristian grases. The stricken family have the sincerest sympathy of all the community.—Pittsburg Commer-cial, Sept. 5.

MARINE TELEGRAPH.

For additional Marine News see First Page. ALMANAC FOR PHILADELPHIA-THIS DAY. SUN RIBES. 5-32 MOON SETS. 2-58 SUN SETS. 6-23 HIGH WATER........

PHILADELPHIA BOARD OF TRADE THOMAS G. HOOD, CHRIS. J. HOFFMAN, COMMITTEE OF THE MONTH THOMAS C. HAND, MOVEMENTS OF OCEAN STEAMSHIPS.

FOR AMERICA.	
Pennsylvania. Havre New York Aug.	23
Italy Liverpool New York Aug.	24
EtnaLiverpoolBoston via HAug.	27
MarathonLiverpoolNew YorkAug.	27
Erin Havre New York Aug.	27
Lafavette Brest New York Aug.	27
ParanaLondonNew YorkAug.	27
Australia Glasgow New York Aug.	27
FOR EUROPE.	
Britannia New York Glasgow Sept.	7
Java New York Liverpool Sept.	777788
Pennsylvania. New York Liverpool Sept.	7
Wisconsin New York Liverpool Sept.	7
C. of Antwerp. New York Liverpool Sept.	8
Calabria New York Liverpool Sept.	
Anglia New YorkGlasgowSept.	10
C. of London New York Liverpool Sept.	10
COASTWISE, DOMESTIC, ETC.	
San Francisco. New York Bermuda Sept.	8
Salvor Philadelphia.CharlestonSept.	9
City of Mexico. New York Vera Cruz, etc Sept.	
Geo. Wash'ton. New York New Orleans Sept.	
TonawandaPhiladelphia.SavannahSept.	
J.W. Everman. Philadelphia. Charleston Sept.	16

Mails are forwarded by every steamer in the regular lines. The steamers for or from Liverpool call at Queenstown, except the Canadian line, which call at Londonderry. The steamers for or from the Conti-nent call at Southampton. CLEARED YESTERDAY. Steamship Fanita, Freeman, New York, John F. Ohl. Steamer H. L. Gaw, Iler, Baltimore, A. Groves, Jr.

Ital. brig Pacifico, Savarese, Tarragona, B. Crawley & Co.
Brig B. Young, Joy, Gloucester, Warren & Gregg.
Schr Chiloe, Lee, Portland, J. Rommell, Jr., & Bro.
Schr M. E. Long, Hardy, Boston,
Schr Charles E. Smith, Hauson, Boston,
Schr Mary Ann Virginia, Taylor, Wash'ton,
do. Schr Polar Star, Murphy, Schr Eva Adele, Eaton, Belfast, Schr Nellie C. Paine, Wiley, Boston,

ARRIVED YESTERDAY. Steamship Tonawanda, Barrett, 70 hours from Savannah, with cotton, rice, etc., to Philadelphia and Southern Mail Steamship Co. Passengers—Mrs. E. J. Moses and child, J. Cosps, C. Kauffman, Philip Carroll, Henry Stanley, R. McKenzle, Taylor Cowan, D. Woodruff, A. McCohn, H. Hoffman.

Steamer Anthracite, Green, 24 hours from New Steamer Anthracite, Green, 24 hours from New York, with mdse. to W. M. Baird & Co. Steamer D. Utley, Davis, 24 hours from New York, with mdse. to W. M. Baird & Co. Steamer M. Massey, Smith, 24 hours from New York, with mase, to W. M. Baird & Co. Br. steam yacht Ann, from Nassau, for repairs. Schr Alice B. Gardner, Turner, 7 days from Dres

ien, with ice to Johnson & Co.—vessel to Lennox & Schr Reading RR. No. 46, Davis, from Richmond, Va., with granite to Richmond Granite Co. ** Brig Adeline Richardson, at this port on Monday from Kennebec River, is consigned (vessel) to Lennox & Burgess—not as before.

Correspondence of The Evening Telegraph, EASTON & MCMAHON'S BULLETIN. NEW YORK OFFICE, Sept. 6.—Nine barges leave in tow to-night, for Baltimore, light.

Baltimore Branch Office, Sept. 6.—The following barges leave in tow to night, eastward:—

M. F. Hannegan, Moonlight Rover, Otranto, Jas. Hand, Fremont, San Jacinto, C. A. Silliman, and Clinton, all with coal, for New York.

PHILADELPHIA BRANCS OFFICE, Sept. 7. — The Zouave, Alpha, and McWilliams, with coal, for New York, left last evening.

Special Despatch to The Evening Telegraph.

HAVRE-DE-GRACE, Sept. 7.—The following boats left this morning in tow:

Harry and Carrie, and Charles L. Uler, with lumber to Patterson & Lippincott.

B. D. Kennedy, with grain to Hoffman & Kennedy.

John Dubois, with lumber to McIlvain & Bush.

Edward Worth, with lumber to Heary Baker.

(By Telegraph.)

LEWES, Del., Sept. 6-11 A. M. - Passed in this morning, a brig, name unknown.

In harbor, brig Fogerheim, from Havana; a brig bound out, seven schooners, and steamer Granite State. Wind northeast.

4 P M.—The pilot-boat Howard reports that the bark Liverpool, from Brunswick, Ga., passed in yes-Went to see to-day, brig Fearless; also passed out, schr Sybil. Beating in this P. M., a light bark and three schooners. In harbor, brig Forgerheim and five schooners.
Wind N. E. Thermometer, 79.

MEMORANDA.

Ship Saranak, Dunlevy, hence via Mobile, at Liverpool lesterday.

Steamer Manhattan, Forsyth, from Liverpool 24th nit., at New York yesterday.
Steamer General Sedgwick, Nichols, at Key West
3d inst. from Galveston, and salled for New York.
Steamer Catharine Whiting, Howes, sailed from
Galveston 3d inst. for New York. Steamer Crescent City, Norton, at New Orleans
4th inst. from New York.
Steamer General Meade, Sampson, sailed from
New Orleans 4th inst. for New York.
Steamer J. W. Everman, Hinckley, hence, arrived
at Charleston vesterday. at Charleston yesterday. Steamer Wyoming, Teal, hence, at Savannah yes-Br. bark Atlas, for Philadelphia, sailed from New London 3d inst.

Barkentine Mary McKee, Nicholson, for Philadelphia, cleared at Pensacola 30th ult.

Brig J. Lane, Shute, for Philadelphia, cleared at Boston 5th inst.

Brig C. V. Williams, hence, arrived at Charleston yesterday. Brig Eugenia, Larrabee, hence, at Malaga 17th ult. Schr John Crocker, hence, arrived at Savannab sterday. Schr Harry Lee, Barrett, hence, at Newport 5th Schr J. H. Perry, Kelley, hence, at New Bedford Schr Lizzie, Frambes, hence for Haverhill, at Newburvport 4th inst. Sohr Transit, Rackett, hence, at Gloucester 5th

Schr Fransis, Rackett, honce, at Gloucester of instant.

Schrs Rhodella Blew, M. D. Cranmer, C. S. Edwards, H. B. McCanley, and Hannan Little, sailed from Holmes' Hole 3d inst.

Schrs B. F. Regves, Z. Steelman, and Ephraim and Anna, sailed from Holmes' Hole 4th inst.

Schr Granite State, Burgess, for Philadelphia, cl'd at Beater ath host.

Schr Granite State, Bürgess, for Philadelphis, cl'd at Beston 5th inst.

Schrs Boston, Nickerson; W. A. Crocker, Baxter; R. W. Tull, Robbins; and Louisa Frazier, Steelman, hence, at Boston 5th inst.

Schrs J. W. Hine, Hine, hence for New Haven, and George Botchkiss, Rackett, hence for Pawtucket, at New York 5th inst.

Schr Lillie Dale, Smith, and Thomas P. Seth, Lambert hence, at Alexandria 7th inst.

Schrs J. Broomall, Douglass; J. W. Bartlett, Bartlett; and F. St. Clair Edwards, Ireland, hence, at Loston 5th inst. Schr Henry A. Taber, Bowman, hence, at New Bedford 3d inst.
Schrs Hattle Holmes, Holmes, and Nightingale,

Schrs Hattle Holmes, Holmes, and Nigutingale, Beebe, from Providence; Young Teaser, Slocum, fm Bristol; and Juliet Z. Kenyon, Chester, from Port-land, all for Philadelphia, at New York 5th inst. Schr C. P. Stickney, Matthews, for Philadelphia, sailed from New Bedford 3d inst. Schr Hattle Paige, Haley, and Marietta Tilton, Fritzinger, for Philadelphia, sailed from Salem 4th instant.

Schrs A. T. Conn. Springer: H. Hand, Norton; W. H. Doughten, Tatem; and William Tice, Tice, hence, at Danvers 1st inst.
Schr Althea, Smith, hence, at Newburyport 4th instant.
Schr White Swan, Collins, for Philadelphia, sailed from Newburyport 4th inst.

MISCELLANY. Bark J. G. Hall, for Philadelphia, put back to Liverpool, 6th inst., damaged by a collision, and will go Into dock.

Passengers in the steamer Roman, arrived at this port on Monday from. Boston:—Messrs. George H. Willis, D. B. Campbell, R. W. Mason, C. H. Mason, C. W. Fifield and wife; P. F. Burk, wife, and child; J. H. Rogers and wife; J. R. Callender; W. H. Sterling; B. Blanchard; Smith; Hewes; Litzinberg; G. F. Roberts and lady; C. Eedes; L. R. Vaughan and party of five; J. W. Schell; Dr. Dyer, wife, nurse, and child; Mrs. G. W. Neil; Misses B. A. Conway; M. B. Conway; Willdin; Mrs. S. A. Reynolds. M. B. Conway; Willdin; Mrs S. A. Reynolds.

NOTICE TO MARINERS.

It is reported that the Dolphin, on Long Bed, Sassafras Point, which was recently carried away by some passing vessel, is to be immediately replaced. The first-class iron Can Buoy, No. 3, off the southern extremity of "Pollock Broken Polut" Shoal, is reported missing, but it will be replaced as

The three new lighthouses in Providence river, for which an appropriation of \$20,000 was recently made by Congress, are to be commenced this fail. Their position will, it is said, be as follows:—One on Pum-ham, one on Fuller's Rocks, and the other on Sassa-

RAILROAD LINES.

1870. -FOR NEW YORK-THE CAMDEN
1870. and Amboy and Philadelphia and Trenton Railroad Companies' lines from Philadelphia
to New York and Way Places.

PRON WALNUT STREET WHARP.

At 6:30 A. M., Accommodation, and 2 P. M., Express, via Camden and Amboy, and at 8 A. M., Express Mail, and 3:30 P. M., Accommodation, via
Camden and Jersey City.

VIA NEW JERSEY SOUTHERN RAILROAD.

At 7 A. M. and 3:30 P. M. for New York, Long
Branch, and intermediate places.

At 6 P. M., for Amboy and intermediate stations,
At 6:30 A. M., 2 and 3:30 P. M. for Freehold.

At 8 and 10 A. M., 12 M., 2, 3:30, and 6 P. M. for
Trenton.

At 6:30, 8, and 10 A. M., 12 M., 2, 3:30, 5, 6, 8,

At 8 and 10 A. M., 12 M., 2, 3:30, and 5 P. M. for Trenton.

At 6:30, 8, and 10 A. M., 12 M., 2, 3:30, 5, 6, 8, and 11:30 P. M. for Bordentown, Florence, Burlington, Beverly, Delanco. and Riverton.

At 6:30 and 16 A. M., 12 M., 3:30, 5, 6, 8, and 11:30 P. M. for Edgewater, Riverside, Riverton, and Palmyra.

At 6:30 and 10 A. M., 12 M., 5, 5, 8, and 11:30 P. M. for Fish House. for Fish House.
The 11:30 P. M. line leaves from Market Street Ferry (upper side).

At 7.30 A. M., 2.30, 2.30, and 5, P. M. for Trentoped Bristol, and at 10.45 A. M. and 6 P. M. At 7.30 A. M., 2.30, and 5 P. M. for Morrisvil At 7-30 A. M., 2-30, and 5 P. M. for Morrisvil and Tullytown.
At 7-30 and 10-45 A. M., 2-30, 5, and 6 P. M. for Schenck's. Eddington, Cornwells, Torresdale, an Holmesburg Junction.
At 7 A. M., 12-30, 5-15, and 7-30 P. M. for Bustleton, Holmesburg, and Holmesburg Junction.
At 7 and 10-46 A. M., 12-30, 2-30, 5-15, 6, and 7-30 P. M. for Tacony, Wissinoming, Bridesburg, and Frankford. Frankford.

PROM WEST PHILADELPHIA DEPOT. Via Connecting Railroad.
At 7 and 9-30 A. M., 12-45, 6-46, and 12 P. M., New York Express Lines, and at 11 30 P. M., Emigran Line, vis Jersey City. At 7 and 9 80 A. M., 12 45, 6 45, and 12 P. M. for Trenton and Bristol. At 12 P. M. (night) for Morrisville, Tullytown, Schenck's, Eddington, Cornwells, Torresdale, Holmesburg Junction, Tacony, Wissinoming, Bridesburg, and Frankford.

The 9-20 A. M., 8-45 and 12 P. M. Lines will run daily. All others Sundays excepted. Sunday Lines leave at 9:30 A. M., 6 46 P. M., and BELVIDERE DELAWARE RAILROADILINES.

BELLVIDERE DELAWARE RAILROAD LINES,
PROM EENSINGTON DEFOT.
At 730 A. M. for Nisgara Falls, Buffalo, Dunkirk, Eimira, Ithaca, Owego, Rochester, Binghamton, Oswego, Syracuse, Great Bend, Montrose, Whikesbarre, Schooley's Mountain, etc.
At 730 A. M. and 330 P. M. for Scranton, Strougsburg, Water Gap, Belvidere, Easton, Lambertville, Flemington, etc. The 330 P. M. Line connects direct with the train leaving Easton for Mauch Chunk, Allentown, Bethlehem, etc.
At 5 P. M. for Lambertville and intermediate At 5 P. M. for Lambertville and intermediate stations.

CAMLEN AND BURLINGTON COUNTY AND

PEMBERTON AND HIGHTSTOWN RAIL ROADS. FROM MARKET STREET FERRY (UPPER SIDE), The 7 A. M. and 3:30 P. M. Lines leave from Wal-

The 7 A. M. and 3:30 P. M. Lines leave from Walnut street wharf.

At 7 and 9 A. M., 1, 2:15, 3:30, 5, and 6:30 P. M.,
and on Thursday and Saturday nights at 11:20 P.
M. for Merchantsville, moorestown, Hartford,
Masonville, Hainesport, and mount Holly.

At 7 A. M., 2:15 and 6:30 P. M. for Lumberton and
Medford. At 7 and 9 A. M., 1, 3 30; and 5 P. M. for Smith-ville, Ewansville, Vincentown, Birmingham, and Pemterion.
At 7 and 10 A.M., 1 and 8:30 P. M. for Lewistown,
Wrightstown, Cookstown, New Egypt, and Hor-At 7 A. M., 1 and 3.30 P. M., for Oream Ridge, Imlaystown, Sharon, and Hightstown. August 1, 1870. WM. H. GATZMER, Agent.

WEST JERSEY RAILROADS. COMMENCING MONDAY, AUGUST 20, 1870. Leave Philadelphia, foot of Market street (upper ferry), at 8:00 A. M , Mail for Bridgeton, Salem, Vineland,

dillville. Swedesboro, and intermediate stations, 9 to A. M. Mail and Express for Cape May.

11 45 A. M., Woodbury Accommodation.

8 15 P. M., Accommodation for Cape May, Millville. Vinciand, and way stations below Glassboro. 3:80 P. M., Passenger for Bridgeton, Salem. Swedesboro, and intermediate stations. 4.00 P. M., Fast Express, for Cape May Saturdays only.

5 46 P. M., Passenger for Swedesbero and Clay-

5 46 P. M., Passenger for Swedesbero and Clayton, stopping at all stations on signal.

Sunday Mail Train leaves Philadelphia at 7.18

A. M.; recurning, leaves Cape May at 5.10 P. M.

Commutation tickets at reduced rates between Philadelphia and all stations.

Freight Train leaves Camden daily at 9.20 A. M., stopping at all stations between Glassboro and Cape May, and 12 o'clock noen for Swedesboro Saiem, and Bridgeton.

Freight received in Philadelphia at second covered wharf below Wainut street.

Freight delivery at No. 228 S. Delaware avenue at Swedesboro Saiem, and Bridgeton.

THE PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD.
CHANGE OF HOURS.
On and after MONDAY, April 4, 1876, trains will run as follows:—
LEAVE PHILADELPHIA, from depot of P., W. & B. R. R. Company, corner Broad street and Washington avenue—
For PORT DEPOSIT at 7 A. M. and 4:30 P. M.
For OXFORD, at 7 A. M., 4:30 P. M. and 7 P. M.
For CHADD'S FORD AND CHESTER CREEK
R. R. at 7 A. M., 10 A. M., 3:30 P. M., 4:30 P. M., and

Train leaving Philadelphia at 7 A. M. connects at Port Deposit with train for Baltimore.

Trains leaving Philadelphia at 10 A. M. and 4:30 P. M., leaving Oxford at 8:06 A. M., and leaving Port Deposit at 9:26 A. M., connect at Chadd's Ford Junglion with WILMINGTON & READING E. R. 41

AMUSE WENTS. TRAND SUMMER NIGHTS FASTIVAL To be given by the
MANNERCHOR,
SANGERBUND,
JUNGER MANNERCHOR,

WEDNESDAY, SEPTEMBER 7TH, 1870.

AT WISSAHICKON PARK.
GRAND CONCERT.
FIREWORKS BY PROF. JACKSON.
MASQUERADE PROCESSION.
Tickets, \$1, admitting one gentleman and ladies.
To be had at the following places:
News Stand, Continental Hotel.
H. Nuss, No. 239 North Eighth street.
L. Meyers, Music Store, No. 1413 Chesnut street.
L. Meyers, Music Store, No. 1413 Chesnut street.
Lee & Walker's Music Store.
A. Walton, No. 912 Market street.
Girard House News Stand.
A. Proskauer, No. 232 South Third street.
L. Baltz's Ice Cream Salcon, 1826 Girard avenue.
Office of the Demokrat, No. 614 Chesnut street.
Office of the Demokrat, No. 465 North Third st.
Joseph Hess, No. 1607 N. Second street.
L. Herbert, Fourth and Race streets.
F. Fleischmann, No. 502 Arch street.
John Misch, Wissahickon Park, from the members of the Societies, and at the gates.

NOTH THIRD SECONDARY HOUSE.

NOTH THIRD SECONDARY HOUSE. AND HARMONIE

NEW ELEVENTH STREET OPERAJ HOUSE, Eleventh Street, above Chesnut.

THE FAMILY RESORT. Established in 1862.
CARNCROSS & DIXEY'S
MINSTRELS,
The Great Star Trouce of the World,
OPEN FOR THE SEASON. Presenting to the public the
FINEST TROUPE OF ARTISTS IN EXISTENCE.
Box office open from 10 to 1 o'clock.
Seats can be secured after 1 o'clock at Carneross &
Co.'s Music Store. No. 6 North Eighth street.

J. L. CARNCROSS, Manager. 8 22 tr WALNUT STREET THEATRE, WEDNESDAY NIGHT, Sept. 7, Third night of the engagement of MR. EDWIN FORREST.

MR. EDWIN FORREST.
Shakespeare's tragedy, in 5 acts, of
OTHELLO.
Othello Mr. EDWIN FORREST
Desdemona Miss LHLIE
lago Mr. W'LLIAM HARRIS
THURSDAY-BICHARD III.
SATURDAY Sept. 10, Afternoon and Evening,
THE FLYING SCUD.

A RCH STREET OPERA HOUSE,
ARCH STREET OPERA HOUSE,
THE PALACE OF MINSTRELSY.
SIMMONS & BLOCUM'S
MINSTRELS,
THE CHAMPION TROUPE OF AMERICA.
OPEN FOR THE SEASON,
With the best Minstrel Organization in the world.
Box office open from 9 A. M. until 4 P. M. for the sale of reserved seats.
9562

THE WORLD'S AMUSEMENT.

Every Evening and Saturday Matinee.
THE WONDERFUL BLONDES in the New Cau-Can.
IMMENSE BALLET THOUPE,
GREAT ETHIOPIAN COMPANY. Grand Ballets—Burlesque Songs, Dances,—Local Sketches, Negro Acts. &c.

RACES.

PHILADELPHIA RACES AT POINT BREEZE PARK, on September 8, 7, 8, and 9, 1870. Best horses in the country. First day, twenty-two horses, Second day, fourteen horses. Third day, thirteen horses. Fourth day, sixteen horses. See bills and programmes. Admission, \$1. 9 5 50

EXCURSIONS.

G RAND EXCURSION
AROUND NEW YORK BAY AND STATEN
ISLAND, GIVING CHOICE OF
INTERES HOURS IN NEW YORK CITY
OR THE TRIP UP THE HUDSON RIVER ABOVE
THE FAMOUS PALISADES,
Accompanied by PROFESSOR McCLURG'S celebrated Liberty Silver Cornet Band and Grand Orchestra.

chestra,
ON THURSDAY, SEPTEMBER 8, 1870,
Leaving Philadelphia, WALNUT street Wharf, at
7:30 A. M.
Single Tickets. FARE FOR THE EXCURSION.—Single Tickets, \$2:50; Gentleman and Lady, \$4:50. Can be procured of Professor B. K. McClurg, 517 North Centh street John T. Brown, 934 North Second street; C. F. Jones, 4003 Main street, Germautown; G. R. Jor-dan, 1621 Boulah street; A. Bernard, 407 North Fifth street; John Trenwith's Bazaar, 614 Chesnut Fifth street; John Trenwin's Bazar, of Chesnut street; Breusing's Saloon, 337 Chesnut street; United States Hotel, foot of Walout street; Ticket Office, S28 Chesnut street; and at Ticket Office, Walnut Street Wharf, on the morning of the excursion.

9345

THURSDAY EXCURSIONS .-THURSDAY
The spiendid Steamboat
JOHN a, WARNER win make an Excursion every Thursday to Beverly, ington, and Bristol, LEAVING CHESNUT STREET WHARF at 9% o'clock A. M. Returning, leaves Bristol at 11½ A. M. and 4 o'clock P. M. A Band of Music will be in attendance. Fare for the Excursion, 30 cents. 7 20 tuwif

RAILROAD LINES.

PHILADELPHIA AND ERIS RAILROAD.
SUMMER TIME TABLE.
On and after MONDAY, May 30, 1870, the trains on the Philadelphia and arie Railroad run as follows from Pennsylvania Railroad Depot, West

Philadelphia:

WESTWARD.

MAIL TRAIN leaves Philadelphia

Williamsport - 800 A. M.

Williamsport - 7.46 P. M. ERIE EXPRESS leaves Philadelphia 10:50 A. M.

"Williamsport 8:15 P. M.

"Williamsport 8:15 P. M.

arrives at Erie 7:26 A. M.

ELMIRA MAIL leaves Philadelphia 7:56 A. M.

"Williamsport 6:00 P. M.

arrives at Lock Haven 7:20 P. M. BALD EAGLE MAIL leaves Williamsu u port -- 1.30 P. M. Haven - 2'45 P. M.

MAIL TRAIN leaves Erie - 8-50 A. M.

"Williamsport 9-25 P. M.

"arrives at Philadelphia 6-20 A. M.

RRIE EXPRESS leaves Erie - 9-00 P. M.

"Williamsport 8-15 A. M.

"Arrives at Philadelphia 6-30 P. M.

ELMIRA MAIL leaves Williamsport - 9-45 A. M.

"arrives at Philadelphia 9-50 P. M.

BUFFALO EXP. leaves Williamsport 12-25 A. M.

"Harrisburg - 5-20 A. M.

"Harrisburg - 5-20 A. M.

BALD EAGLE MAIL leaves L. Haven 11-35 A. M.

"Arr. Williamsport 12-50 P. M.

BALD EAGLE EX. leaves Lock Haven 9-35 P. M.

"arr. Williamsport 10-50 P. M.

Express Mail and Accommodation, east and west, connect at Corry, and all west bound trains and Mail and Accommodation east at Irvineton with Oil Creek and Allegheny River Railroad. Haven - - 2.45 P. M. Oll Creek and Allegheny River Railroad. WM. A. BALDWIN,

General Superintendent. CAMDEN AND ATLANTIC RAILROAD SHORTEST ROUTE TO THE SEA SHORE. THROUGH IN 1% HOURS.

FIVE TRAINS DAILY TO ATLANTIC CITY.
On and after SATURDAY, July 2, 1870, trains will
leave VINE STREET FERRY as follows: Special Excursion (when engaged). 6:15 A. M.
Mail. 9:00 A. M.
Freight (with passenger car). 9:45 A. M.
Express (through in 1% hours). 3:30 P. M.
Atlantic Accommodation. 4:15 P. M.
Special Excursion For Haddonfield, 10:15 A. M., 2 P. M. and 6 P. M.
For Atco and intermediate stations, 10:15 A. M., and 6 P. M.

ion.
Additional ticket offices have been located at No. 828 Chesnut street and No. 116 Market street for the sale of through tickets only.

Passengers are allowed to take wearing apparel only as baggage, and the Company will not be responsible for an amount exceeding one hundred dollars, unless a special contract is made for the D. H. MUNDY,

Agent,